

ESTABLISHED 1823.

INDIANAPOLIS, FRIDAY MORNING, MAY 11, 1894.

3 CENTS.

(AT RAILWAY NEWS STANDS ON TRAINS AND SUNDAYS 5 CENTS.)

Fair; warmer.

Prices to Fit The Times

In the GREAT DEPRESSION SALE at

THE WHEN

Boys' \$4 Long Pants Suits at

\$1.95.

Children's Knee Pants Suits at

\$2.50.

Reduced from \$4.50 and \$5.

Twilled Gloria Silk Umbrellas, 26 and 28 inches, paragon frame, at \$1.48. Regular price \$2.50.

The When

The Cincinnati, Hamilton & Dayton R. R.,

with their CAFÉ DINING CAR SERVICE, and FIVE Trains each way, daily, is the most delightful route between

Indianapolis and Cincinnati.

If you want to enjoy comfort and luxury, take this SUPERB ROUTE. Ticket Office, corner Illinois street and Kentucky avenue.

Monon Route

(Louisville, New Albany & Chicago R. Co.)

The Vestibuled Pullman Car Line

LEAVE INDIANAPOLIS.

No. 20—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

Arrive Chicago, 6:30 p. m.

No. 21—Chicago Night Limited, Pullman Dining Car, daily, 11:30 a. m.

Arrive Chicago, 7:30 p. m.

No. 22—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

Arrive Chicago, 6:30 p. m.

No. 23—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

Arrive Chicago, 6:30 p. m.

No. 24—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

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No. 25—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

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No. 26—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

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No. 27—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

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No. 52—Chicago Limited, Pullman Dining Car, daily, 12:30 p. m.

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M. M. CUMMINGS,

Successor to Van Pelt, at 62 N. Delaware st., bought Mr. Van Pelt out in June, 1893, and paid him for his stock and a cash bonus for his good will, and I am still at the same old stand, with the very best Flour, and Food Cereals, Gluten and Whole Wheat Flours, Oats, Hay, etc. Remember Red Front, 62 N. Delaware. Call Telephone 703, new hook.

PRINCESS FLOUR

Best made. Ask your Grocer

ENGINEERS' MEETING

Archbishop Ireland Addresses the

Brotherhood Delegates.

Grand Chief Arthur Reviews the Work

of the Past Two Years—Effect of the

Coal Strike on the Iron Trade.

ST. PAUL, Minn., May 10.—The Metropolitan Opera House was handsomely

dressed with flowers when the Brotherhood of Locomotive Engineers met this afternoon,

and every one of the two thousand seats were filled. The exercises were very

interesting throughout, but the address of Archbishop Ireland was the feature of the

meeting. It contained some strong talk on the labor question. Welcome addresses were

delivered by Mayor Wright for the city, Attorney-general Childs for the State of

Minnesota, Archbishop Ireland and others. Grand Chief Arthur closed the session with

his biennial address. After some general remarks on the prosperity of the brother-

hood, Mr. Arthur referred to the depression in general business, and regretted that

many of the people would fail to learn the lesson of individual economy that

should be taught by their experiences of the past. With that lesson learned the people

would be less in a position to suffer from the fluctuations of trade. During the past

two years the brotherhood has paid 405 insurance benefits to the amount of \$43,200,

making a total of \$472,389 paid to widows and orphans since the brotherhood was

organized in 1891. Thirty-eight subdivisions are now in existence, and the brotherhood

is making a total of 325 subdivisions, representing 35,000 members. All differences of

opinion between the subdivisions are adjusted satisfactorily, save in the case of the

Ann Arbor and the Lehigh roads, a dispute which has been pending for some time.

He believes the men fully justified in their action at that time. He heartily endorsed

the action of the men, and regretted that many of the people would fail to learn the

lesson of individual economy that should be taught by their experiences of the past.

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CAPTURED IN KANSAS

General Sanders and His 450

Train-Stealers Come to Grief.

After Chasing Them All Day United

States Marshals, with Winchester,

Catch the Cripple Creekers.

SERIOUS FIGHT AT YAKIMA

Two Deputy Marshals and Three

Train-Seizers Wounded.

Fry Attempts to Bluff at Shelbyville—

Doings of the Sullivan's, Ran-

dallites and Other "Wealers."

KANSAS CITY, May 10.—General San-

ders's reckless assembly of commonwealers

defied pursuit and laughed at obstacles

again today, but for the last time. Three

times their stolen train was reported

stalled before cars and engines purposely

run off the track ahead of them, and each

time the Missouri Pacific railroad officials

believed they were masters of the situation.

But in less than ten minutes the rail-

road company to throw their engines from

the track at one place, tear up the rails

at another, the go-ahead "wealers" had

built a new train around the feeble ob-

structions and relaid the torn up rails with

their force of over four hundred men. But

they came to grief to-night, as the follow-

ing bulletin from Salina, dated 10:30 p. m.

Shows: "The war is over. The intrepid

Colorado contingent of the commonweal-

ers which has kept Colorado and Kansas in

an uproar for two days, has surrendered un-

conditionally to Marshal Neely. They were

40 strong, and every man was put under

arrest. The surrender was made peace-

ably, and the entire army is being taken

to Topeka for trial. The special train is

now with the captured army, and is mak-

ing rapid time on its return trip."

The army's sympathizers were hoping

that the capture of the commonwealers

would end the trouble, but the capture of

one hundred Winchester and reach Topeka

without further molestation. Once at the

capital they believed the train stealers

would be free from care and penalty. The

attitude of Governor Jewell gave this

idea encouragement. The executive was

entirely noncommittal when questioned, but

to Sheriff Hart, of Horace, Kan., who ap-

plied for troops, the Governor sent the

following:

"Your telegram asking for troops to ar-

rest five hundred men who have stolen a

Missouri Pacific train, and who are now

stolen in Kansas? Have any depredations

been committed in your county? Have war-

ants been arrested? Are the men still in

your county? Are the men still in your

county? Are the men still in your county?"

The railroad officials found themselves in

a peculiar fix. The State attorneys having

declined to help them and the county au-

thorities not caring to do so, preferring to

let the wild train move on to having several

hundred armed men to feed and place on

trial, it took legal ingenuity to get the rail-

road officials in a position to apprehend the

men and runaway train at all. They de-

pended on their general attorney, Bailey

Wagner, to drag them out of the diffi-

culty, and he succeeded in pressing the

United States into service by getting the

clerk of the United States Circuit Court

at Topeka to issue writs of arrest for the

commonwealers, against which the Populist

leaders condemn as unlawful. With United

States Marshal Neely and a force of fifty

men, each armed with a rifle or shotgun,

Wagner started west on a special train from

Topeka.